

## 12.0 TEMPORARY LIGHTING

12.1 Roadway lighting shall be considered during the planning of temporary traffic control plans. Lighting may be required due to nighttime work zone traffic operations or for new traffic patterns (e.g., new exit or lane shift). Once the need for temporary lighting is identified, it should be provided in one of two ways:

1. If practical, permanent lighting that is being installed as part of the project should be installed in the early stages so that it can be used for illuminating travel lanes through the work zone throughout the project.
2. If installation of permanent lighting is not a part of project, then temporary lighting (temporary light poles or flood lights) should be provided to illuminate travel path.

Contractor shall maintain existing lighting.



12.2 The Contractor shall submit a Situation Plan to the Engineer showing the locations and aiming of floodlights. The floodlighting system shall be capable of maintaining 20 ft-c without producing a disabling glare condition for approaching road users. The adequacy of the floodlight placement and the absence of glare should be field-verified by the Engineer and Contractor. This involves driving through and observing the floodlighted area from each direction on all approaching roadways immediately after the initial floodlight setup, at night, and periodically.

## 13.0 PAVEMENT DROP-OFF

13.1 When pavement drop-offs are present, the placement of temporary traffic control devices, including signs, channelizing devices, and barriers, as well as slope fillet wedges, shall follow SHA Standard Nos. MD 104.06-11, MD 104.06-12, MD 104.06-13, MD 104.06-14, MD 104.06-15, and MD 104.01-28. The Engineer may recommend alternative methods to protect the pavement edge drop-off, considering factors such as: pedestrian, bicycle, and traffic volumes, vehicle speeds, size of work zone, duration of work, etc.

## 14.0 CLEAR ZONE

14.1 AASHTO's Roadside Design Guide defines the clear zone as "an unencumbered roadside recovery area." The "clear roadside" concept applies to both natural and man made objects (trees, bridge piers, sign supports, culverts, ditches, and other design features of the roadway). For temporary traffic control zones, SHA intends that clear zone concepts be applied so that the areas outside of the travel lanes are not needlessly populated by objects that constitute hazards to motorists. In addition to those objects listed above, potential hazards would include unprotected barrier ends, steep slopes, and temporary barricades. Table (make reference to Clear Zone Distances Table) lists the distances that must remain unencumbered by such objects for various conditions (design speed, ADT, and side slopes). Where barrier curb is present parallel to the edge of travel lanes and prevailing speeds are less than 40 mph, offsets to such objects may be reduced to 2 feet, with approval of the Engineer.

SPECIFICATION	CATEGORY CODE ITEMS	<b>Maryland Department of Transportation</b> <b>STATE HIGHWAY ADMINISTRATION</b> STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES  <b>GENERAL NOTES</b>									
APPROVED	 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY										
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